

**TRAFFIC SAFETY COMMISSION MINUTES**  
**7:00 p.m., Monday, March 14, 2011**  
**Public Safety Building, 401 E. Third Street, Newberg, OR**

*“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”*

A Work Session was held prior to the meeting. City Attorney Terrence Mahr reviewed and discussed proposed updates to the Newberg City Code, as it relates to the role, duties and responsibilities of the Traffic Safety Commission. No decisions were made.

**CALL MEETING TO ORDER**

Chair Neal Klein called the meeting to order at 7:13 PM.

**ROLL CALL**

**Members**

<b>Present:</b>	Neal Klein, <b>Chair</b>	Lesley Woodruff, <b>V. Chair</b>	Doris Brandt	Karl Birky
	Dianna Cotter	James Oravetz	Ronald Sult	Josi Fettig

**Members**

<b>Absent:</b>	Ron Johns (excused)	Shannon Eoff (unexcused)
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**Staff**

<b>Present:</b>	Brian Casey, Police Chief	Paul Chiu, Senior Engineer
	Mary Newell, Support Services Manager	Jennifer Nelson, Recording Secretary

**Ex Officio**

**Present:** Mayor Bob Andrews

**Others**

**Present:** Roger Wiltshire, Angela Kargel, and Bill Gillie

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was performed.

**APPROVAL OF MINUTES**

**A) Review and approve minutes of February 14, 2011**

<p><b>MOTION #1: Brandt/Cotter</b> to approve the Traffic Safety Commission Minutes for February 14, 2011. (7 Yes/0 No/2 Absent [Johns, Eoff]) Motion carried.</p>
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**COMMUNICATIONS FROM THE FLOOR**

None.

## **NEW BUSINESS**

### **A) TSC-11-008: Traffic Review on Villa Road**

TIME – 7:15 PM

Mr. Paul Chiu, Senior Engineer, presented the staff report and (see official meeting packet for full report).

Chair Klein asked what qualifies a road to be classified as minor arterial. Staff said it is based on functionality, the traffic volume, utilities, width, and the configuration of the road

Mayor Bob Andrews spoke of Villa Road being a major collector and asked what standard makes this classification different from an arterial. Staff said it is based on limited access to it, like driveways onto road, the speed is generally 35 mph or higher and the traffic volume is higher. Mayor Andrews said he struggles with the standards being used because the data on Villa Road, north of the railroad trestles is 4,266 vehicles of combined traffic and the statistics on our State highways are not a great deal more than this. He asked if there were any other standards other than limited access. Staff explained there is a lot of access control by the Oregon Department of Transportation (ODOT) and a major collector is determined by a consultant based on needs and functionality; based on his understanding of the City's Transportation System Plan (TSP) it funnels traffic from a lower classification, like a local street, to a minor collector and a major collector to an arterial.

Mayor Andrews recommended a revisit to the TSP to see if we are identifying the correct usage of some of these transportation systems that are highways that we have jurisdiction over in the City.

Chair Klein asked staff bring back a report next month on where Villa Road is going in the future and where the Capital Improvement Projects (CIP) are while incorporating the City's traffic plan.

Mr. Chiu spoke of upcoming updates to the TSP and revisions that will be made and that he was hesitant to start suggesting changes before that process begins. He said many factors also depend on the transportation budget.

Commissioner Lesley Woodruff asked if the Traffic Safety Commission (TSC) has ever worked on TSP. Staff stated the last update was reviewed by the Planning and Building department as it is a development driven process and the TSC plays a supporting role in that.

Commissioner James Oravetz asked about the feasibility of closing Villa Road in the area of Crestview Road and the trestle instead of rebuilding it because it is so narrow and the traffic volume is increasing. Staff expressed concerns for emergency access and because there is a need for a certain amount of north and south road ways in the transportation system; other than College Street and Villa Road, he does not see anywhere else to allow traffic across Hess Creek other than Meridian Street, which would be severely impacted. He sees more disadvantages than benefits to this.

Commissioner Karl Birky added the problem will be the fact that the City does not own the street under the railroad trestles and negotiations to improve is what will take time. He said that is where he would recommend spending energy.

Chair Klein requested police increase speed monitoring in that area for now to show public we are working on the problem. He also later suggested periodic reports to determine on how enforcement is working out.

Commissioner Doris Brandt said people need to be educated to go on the bike-path and not on the west side because that requires cars to go around avoiding them and going into oncoming traffic; the "Share the Road"

signs are not helping. Staff felt given directions of any kind in the form of a sign may not bring the desire of the intent.

Chair Klein suggested completing another traffic survey in six months, including Haworth Avenue, as well as following up with more information to engage the railroad owners to start working on this. Staff mentioned the railroad trestles were retrofitted more than ten years ago and anything to do with railroad would be the toughest part.

**B) TSC-11-009: Stop sign request on Emma at Creekside**

TIME – 7:47 PM

Mr. Chiu presented the staff report using a replication of the diagram in the staff report, drawn on the whiteboard, of areas under discussion for reference (see official meeting packet for full report).

Chair Klein asked about the feasibility of closing off Emma Lane from Creekside Lane to resolve speed complaints, parking issues, visibility, and to keep the tree from being removed; this way Emma Lane is isolated from Creekside Lane without eliminating accessibility. Staff did not believe this was a good idea from the viewpoint of needed emergency access of large fire trucks. The site was planned to circulate. Chair Klein said based on his experience as a firefighter; he did not think access would be hindered. Staff replied an extensive public hearing would be required.

Commissioner Woodruff agreed closing this off would bring forth more problems from neighbors on the northern end since the TSC only heard from homeowners in the south end. She saw no reason to change the TSC's previous action since nothing has changed. She wondered if on-street parking was considered by the Planning Commission (PC) when this area was being considered; she suggested contacting the PC and involving them since the problem is reoccurring.

Commissioner Dianna Cotter felt the Homeowners' Association should be contacted first to resolve the parking issues.

Mr. Chiu said he could do an extensive study of a partial street closure although he is not advocating this possibility. He also mentioned they are waiting until warmer weather before the recommended painting occurs.

Mr. Roger Wiltshire asked who the railroad company is that controls the geographical location of the issues discussed this evening. Chair Klein stated that question could not be answered at this time.

Mr. Wiltshire thanked the Chair for answering his question that he cannot answer.

**OLD BUSINESS**

**A) TSC-11-004: Zimri Drive – Speed Zone Revisit**

TIME – 8:05 PM

Mr. Chiu presented the staff report and reviewed the data from the traffic survey requested to be completed again while school is in session (see official meeting packet for full report).

Ms. Angela Kargel, ODOT Region 2 Traffic Engineer, and Mr. Bill Gillie, Yamhill County Traffic Engineer, were present to discuss traffic studies conducted at Zimri Drive and the request for a speed zone change.

Chief Casey presented the staff report saying he was contacted by the owners of The Allison regarding excessive speed complaints on Zimri Drive and the amount of vehicle and pedestrian traffic in the area. A street survey was completed and speed were noted higher than 54 mph which enforcement officers consider excessive since the roadway is not entirely accessible and those coming in and out of The Allison may not be able to see cars coming down hill. They pulled over seven cars just this morning and four citations were given including one for 63 mph all down near the stop sign of Mountainview Drive and Zimri Drive. He felt the issue needed to be addressed since that area will only see more traffic in the future as well as more pedestrians and bikes; he felt efforts should be encouraged to get those speeds reduced from police standpoint.

Mr. Chiu added that according to data collected on January 11-13, 2011, numbers for southbound traffic were at 85% higher than 54.2 mph and 90% at 56.6 mph. He noted that speeds seemed to actually increase when vehicles were getting closer to the stop sign. Southbound Average Daily Traffic (ADT) was 700 and these are practically at highway speeds. Staff also has concerns with these numbers. He spoke about the downhill grade, the posted 45 mph speed limit, the 470 feet before cars can be seen when coming out of The Allison, and the lack of sufficient stopping distance when going that fast. He is looking for suggestions and would like to see if ODOT, Newberg, and Yamhill County can think of ways to discourage the high speed situation.

Commissioner Oravetz stated he has also become more observant of those coming down the hill in this area and spoke of the psychological effects on drivers having a nice stretch of wide road and letting speeds increase.

Ms. Kargel spoke of ODOT's traffic study in March of 2010 in southbound direction the 80<sup>th</sup> percentile were at 50 mph and then 47 mph and closest to Bell Road at 49 mph. Their data did not see the same patterns.

Chair Klein asked if ODOT would be opposed to a reduction of the speed limit to 35 mph from the 470 ft where the city limits start down to Mountainview Road.

Mr. Chiu stated he would like to see it lowered even more when getting closer to stop sign in anticipation of additional activity at The Allison. But, since it is not the City's jurisdiction, it might be good to see something to reduce speeds somewhat even though it may be a challenge based on the study. Anything less than 45 mph would be great.

Ms. Kargel said based on the study closest to the northern entrance of The Allison entrance the lowest the State engineer could go would be 40 mph and lower and the request would need to be taken to the speed zone panel with the City and County. The panel acts as an independent group to hear local concerns to determine if it is reasonable to go lower than allowed by the State engineer.

Chair Klein asked if the County would be in favor to trying this and if ODOT would oppose.

Mr. Gillie stated there is a significant portion of drivers exceeding the speed limit but lowering the limit is not going to improve this, it may make it worse. There is always a percentage of the population that will obey the laws even if they believe they are incorrect, but there is also a percentage that will overdrive the road no matter what and the trick is to not put too big a gap between the law abiders and those pushing the limit. He said if the City wishes to forward the request to the speed zone panel then they need to be willing to commit to significant enforcement action to change the behaviors. He also expressed concern for further development in the area and suggested requiring developers to consider traffic calming measures so the appropriate level of standards can be maintained. He is concerned if the speed is forced too low then other problems can be caused as a result.

Commissioner Dianna Cotter asked for suggestions on specific traffic calming measures and the limitations of budget.

Commissioner Woodruff referred to a whole section of traffic calming measures on page 283 of a book she had.

Commissioner Birky asked if the sight distance appears to meet standard. Staff replied it did.

Chair Klein suggested inviting a representative from The Allison to the next meeting to talk about some sort of agreement and if they may be willing to share some of the costs of creating traffic calming devices by incorporating them into their landscaping to work on reducing speeds. He directed staff to follow up with contacting them to carry on discussions.

Mr. Roger Wiltshire approached and said he would like to see statistics outlining the detrimental traffic issues causing this dilemma in writing.

Chair Klein requested that he write to the Commission with his request and include his address so he can return a response.

Chair Klein recessed at 8:30 PM and reconvened at 8:38 PM.

### **STAFF REPORTS - GENERAL INFORMATION**

#### **A) Police Update**

Police Chief Brian Casey reported there has been a lot of traffic on Illinois Street and Villa Road he will bring a report to update the TSC on those roads from the list that they are working on enforcement. He also spoke about the attempted kidnapping in Dundee.

#### **B) Engineering Update**

Mr. Chiu Legal handed out a map noting parking areas and restrictions in the downtown area to use as a resource with complaint driven situations and maintaining consistency. He presented it as a document for the record for the TSC. He also announced staff would be working on a guideline for traffic calming devices for review and the effect they have on emergency access for future reference as well.

#### **C) Items from Commissioners**

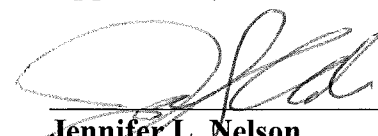
Student Commissioner Josi Fettig asked for update or statistics on the enforcement request on Sitka Avenue by the high school. Chief Casey said he would need to get that information from the supervisor in charge of the enforcement area list.

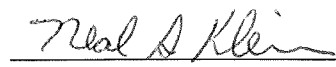
Commissioner Woodruff gave updated on getting articles together for the website.

### **ADJOURN TO NEXT MEETING**

The meeting adjourned at 8:50 PM until April 11, 2011.

**Approved** by the Newberg Traffic Safety Commission this 11<sup>th</sup> day of April, 2011.

  
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**Jennifer L. Nelson**  
**Recording Secretary**

  
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**Neal S. Klein**  
**Traffic Safety Commission Chair**